

The Evening World.
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KILL THE JENKS BILL.

EDWARD A. MAHER, President of the New York Electric Railway Association, has taken exception to The Evening World's editorial "Kill the Jenks Bill," which said:

No detailed analysis of the Jenks Traction Fare Bill is required. The circumstances of its eleventh hour introduction alone are enough to damn it. A safe rule for legislators to follow is that legislation which cannot bear the light of publicity should not be handled in the dark. Kill the bill without consideration.

Mr. Maher protests that "it is not fair to call it an increased fare bill; it is a flexible fare bill. Upon the return of an era of lower costs, fares under this bill might fall below five cents."

He further says: "Loss of service or bad service would cost a community far more than a small increase of fare."

We gladly grant the truth of these statements. But they do not modify our contention that this particular bill ought to be killed.

It is a lamentable fact that in the past the traction interests have not achieved an entirely creditable legislative record. They have been known to do in the dark what would not be approved in the light. They have slipped "jokers" into legislative enactments. Franchises have been obtained by bribery.

Perhaps the present generation of traction men must suffer for the sins of their predecessors.

The fact remains that the traction desire for a "flexible fare" is not precisely new. They have been advocating it ever since the rise in prices decreased the profit in the 5-cent fare.

The Jenks bill was not hastily assembled to meet a sudden emergency. There seems to be no good reason why it should not have been introduced on the first day of the session, when it could have had the benefit of public analysis, discussion and criticism.

It was left until the last. There has been relatively little discussion.

If such a bill is to be effective and is not to be regarded as a "grab" there is absolute need that the public be informed and educated as to its merits.

Whatever the merits of the Jenks bill the public would view with justifiable suspicion its passage under existing circumstances.

This alone is a sufficient reason for killing it.

ANSWERED IN PART.

"WHY is a Public Service Commission?" The Evening World asked Friday evening.

Part of the answer appeared Saturday with the announcement that the Interborough had been ordered to restore some of the service withdrawn from the Third Avenue Elevated line. Restoration of the Second Avenue service is under consideration.

Not even a complete restoration of the service withdrawn will answer the question.

An adequate increase in rush hour service is the only answer that will be fully satisfactory.

A seat for every passenger whenever possible is the only real and ultimate answer.

On the west side subway this is impossible until more subways shall have been built. The 96th Street "bottle neck" will not pass sufficient cars to provide seats for all.

In the case of the elevated the situation is less complex. More rush hour trains are possible and should be required.

BUILD THE TUNNEL.

EVENTS of the last week are clinching arguments for the vehicular tunnel to New Jersey.

In case of transportation strikes, whether of marine workers or railroad workers, the motor truck becomes an essential.

If ever the "one big union" idea should prevail on both railroads and ferries New York would be cut off from the mainland except for the long detour via Poughkeepsie.

New Yorkers are not competent to judge between the merits of the steel tunnel and the concrete tunnel. In truth, they are not greatly concerned. They must and do depend on the engineering talent they employ to decide this question.

They are deeply concerned in the tunnel. They want it built, one way or the other.

This is the principal fact which the members of the Joint Legislative Committee should remember at the hearing to-morrow.

New Jersey has already provided for her share of the expense. New York should not lag behind.

A WOMAN'S STANDARD.

SOME rather unusual political advice was offered to political women by a political woman at the meeting of the Women's Democratic Club on Saturday.

Miss Elisabeth Marbury, Delegate at Large to the Democratic National Convention, said:

"Ladies, there is something I want you to do for me daily. Pick up the utterances of Gen. Wood. Analyze them with intelligence, and if

you can show me one that amounts to a bill of beans I will give you a prize. Show me anything that an intelligent boy of fifteen could not say better."

This is unusual talk. Politicians are not given to asking voters to think for themselves. Politicians usually ask the voters to accept what the politicians say about the opposition.

Having applied this test to Gen. Wood, Miss Marbury is in duty bound to support a candidate on her own ticket who can stand the same test of intelligent analysis.

Women have not jumped to leadership as many imagined they would. Where they have, it must be admitted that the leadership has been rather more desirably intelligent than the average among men.

"GETTING READY TO SWARM"

CLOSELY following public measures of self-protection against railroad strikes comes the swift spread of a Nation-wide overalls protest against the high price of clothing.

This overalls movement has already far outgrown the proportions of a spring fad.

It has gone all over the country. It has taken quick hold on millions of Americans who have only been waiting for some clear, concrete way to express their consciousness—intense but, so far, inarticulate—of a pressing national need.

Once this popular consciousness begins to feel its potential power, let profiteers beware.

Those who boost the price of clothing are not the only price boosters who can be brought to terms by concerted refusal of the public to buy.

Up to this time consumers have had no rallying points from which to make an effective defense. Now they begin to see their common interests and how they can get together for the common good.

Cynics picture the people of the United States as hunting profiteers around a circle made by their own footprints.

This is far from just.

It is safe to say that eighty, perhaps ninety, million of the present population of the country neither are nor have been in any true sense profiteers.

That does not mean that some of them have not increased their pay or profits.

To strive to maintain former standards of living instead of falling lower—to struggle to keep one's head above levels that others are recklessly lifting—cannot in fairness be called profiteering.

Ruthlessly to push demands that can only be satisfied by forcing some one else downward, adding to pay or profits in order to set up new standards of living in which extravagance and self-indulgence are first manifestations of change—that is profiteering, whether it be labor or capital, worker or employer, whose policy and practice are judged.

For the deliberate price boosting which has made a hundred times worse the inevitable effects of inflation, not above fifteen or twenty per cent. of the American people are to blame.

But where the blame rests it rests heavily.

The eighty per cent. begin to be aware of the heartless policies and methods by which greed has been turning to its own extra profit economic conditions that were the heritage from war.

The eighty per cent. begin to understand the kind of selfishness that has been forcing the whole country to join, in spite of itself, in the wild climbing contest between prices and wages.

The eighty per cent. begin to see that if they refuse to buy prices will fall; that they can bring greed to terms in no quicker way than by getting together to fight it.

The overalls movement is a significant sign that public exasperation has reached a point where resolute team work promises relief.

As a New Yorker put it last week:

"The American people are getting ready to swarm"

FANS AND FARES.

CINCINNATI finds itself with a practical and financial as well as a sentimental and sporting interest in the success of the recently all-conquering Reds.

On the success of the Reds may depend the rate of fare for street car riders.

If the Reds are successful, the Cincinnati public is told, so many fans will flock to the ball park that the profits of the traction company will increase and the fare need not be raised. If the Reds fail, then there is immediate prospect of an increased fare.

In a way, New York faces a similar situation. If either the Giants or the Yanks are victorious it means heavier traffic in what are ordinarily non-rush hours. The better the earnings of the subway and the L the less likelihood that the Interborough will be able to convince legislators or Judges that a fare change is required.

One more reason to do your "pulling" for the home team. One more reason to roost in bleachers and grandstand. One more reason to "pay respects to grandmothers" and arrange "business conferences" at the Polo Grounds.

Good reasons—but superfluous. A smooth working ball team is its own best and sufficient reason. Ask the fan.

Moths!

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By J. H. Cassel



FROM EVENING WORLD READERS

What kind of letter do you find most readable? Isn't it the one that gives you the worth of a thousand words in a couple of hundred?

There is fine mental exercise and a lot of satisfaction in trying to say much in few words. Take time to be brief.

Food for the Brain.

To the Editor of The Evening World:
 I have been a reader of your valuable paper for the last fifteen years. I would like to ask you to print the answers in "What Do You Know?" in the same day with the questions, instead of printing them a day later. I consider your paper as food for the brain. If a man went to eat a dinner I am quite sure he would not want the knife and fork to be served to him a day later. If I tear the questions to follow day, nine times out of ten I either mislay the paper or lose it.

Jursey City, April 12, 1920.
 H. R.

[Editor's Note: The change recommended goes into effect to-day.]

Hyman's Inconstancy.

To the Editor of The Evening World:
 I notice that Mayor Hyman seems to have come to the conclusion that the lower salaried teachers are deserving of a more substantial increase than the higher graded ones. It would be interesting to know why he did not act accordingly when he was considering the raise for firemen and policemen. It nearly broke his heart when the most of the Board voted for \$1,300 per year. He was strong for \$1,800 and so more. At that time he talked a lot about keeping the budget down. These deservings men asked for \$2,000, which is small enough during these days of skyrocketing prices, yet they were only given \$1,900. On the other hand, the Lieutenants made a request for \$2,500 and were granted \$2,750. Why was he in favor of the extra amount for those men instead of the lower grades and by far the most deserving, as these men have to pay very high prices for uniforms and are out in all kinds of weather, which is a big item for shoes alone. I am the wife of a fireman, with three children, and have been trying to get shoes for them for the past two years. I am sure the money comes in I owe so much of it that I find it impossible to lay a few dollars aside to get anything. Later we are going with the family to the dancing carnival, which is a big item for shoes alone. I am the wife of a fireman, with three children, and have been trying to get shoes for them for the past two years. I am sure the money comes in I owe so much of it that I find it impossible to lay a few dollars aside to get anything. Later we are going with the family to the dancing carnival, which is a big item for shoes alone. I am the wife of a fireman, with three children, and have been trying to get shoes for them for the past two years. I am sure the money comes in I owe so much of it that I find it impossible to lay a few dollars aside to get anything. Later we are going with the family to the dancing carnival, which is a big item for shoes alone.

With best wishes for all lower graded underpaid city employees, I am,
 STANLEY SCHENDEL.
 New York, April 14, 1920.

"What Do You Know?"

To the Editor of The Evening World:
 My desire to see fair pay prompts me to make a public statement refuting the false and malicious statement of two vice crusaders, in so far as they relate to George D. Grundy of the St. Nicholas Dancing Hall. I and my wife have on many occasions gone to this place of amusement for an hour or two of dancing. Before the Grand Central Palace was converted into a military hospital, we enjoyed many a public buffet, amusement, where the supervision of its patrons were under closer scrutiny than at these dance halls.

The St. Nicholas and Carnival

never sold any intoxicating drinks. "Picking" partners was always forbidden. Improper dancing was immediately stopped by supervisors who were stationed about the dancing floor. In fact, I know from good authority that the instructors and instructors were at all times under close scrutiny, and only those of unquestionable character could hold their positions.

I believe that the citizens of New York should feel indebted to the management of the St. Nicholas for setting an example of a wholesome dance hall, a place where a respectable man may go with his wife or sister without fear of embarrassment.

LEO GOLDINGER.
 1081 Teller Avenue, April 10, 1920.

The Slave of Man.

To the Editor of The Evening World:
 I merely wish to remark that several of your correspondents, "anti-daylight savers," seem to be grossly misinformed as to the habits and customs of the sun. They state (and it is most interesting) that "you can't rise old Sol," and that the sun will rise and set each day at the specified time (old time they say) in spite of anything we little mortals may do with the clock. They do not seem to realize that the clock is merely a man-made invention—made by man for his own convenience, and to measure "time" for him to run his affairs and business by. A clock is merely a mechanical contrivance, and even if moved out into the void, where, we are told, there is neither time or place, faithful old "Big Ben" would still continue (if kept wound up) to tick off the minutes and hours for eternity—where such man-made conveniences as minutes and hours do not exist.

The sun runs on schedule, it is true, caused by the revolution of the earth as everyone knows. As far as we know, it has always done so, and unless some catastrophe occurs, will always continue to do so. As to hours and minutes, as I said before, man has merely divided up the day into twenty-four hours of sixty minutes each to suit his convenience. He could just as well have made it twelve hours of 120 minutes each, or forty-eight hours of thirty minutes each. It would have made absolutely no difference in the scheme of things. The planets would continue to move in their orbits, and the Almighty would not throw up his hands in horror—as several of your correspondents have intimated in the case in moving the clock ahead an hour.

Why don't these "anti-daylight savers" raise a voice of protest to heaven against the wicked Europeans running the numbers on their clocks from one to twenty-four instead of from one to twelve as we do?

STANLEY SCHENDEL.
 533 West 124th Street, April 12, 1920.

Explains Housing Shortage.

To the Editor of The Evening World:

For many years I have been a con-

UNCOMMON SENSE

By John Blake.

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HARD BLOWS TOUGHEN GOOD METAL.

Poverty is far from pleasant. Yet most successful men take more delight in talking of their early struggles than in anything else.

Shipwreck is horrible. Yet the shipwrecked sailor, after his rescue, dwells fondly on all the details of his bitter experience.

Every man who amounts to anything has troubles. They seem great while he is having them. But time softens their terror. And he soon finds himself talking of them almost with gratitude.

An experience that is really dreadful is the little child's first day in school. The strangeness of it all, the sternness of the teacher, the demoniac grins of the other children all burn into the sensitive soul.

Three weeks later the little sufferer has not only forgotten all the torture of that first day, but is actually helping to inflict the same tortures on the new children who came late to the session.

Hard blows temper good metal. They are not pleasant, but they are necessary. If you could go through the world with no rough experiences you would be of little use when you were put on your own.

The battle that we all must make to get out of trouble, and to keep out of trouble, is mentally and physically strengthening.

It puts all the faculties on the alert. It stimulates the imagination, and it wakens DETERMINATION, that quality which above all others is necessary to success.

The shipwrecked steamship passenger who, because of necessity, has built a raft and propelled it to the beach, is a better man forever after because of what he has done.

The soldier who has fought his way out of a cul-de-sac is a better soldier and a better man than he was before.

Troubles are often very thoroughly disguised blessings, but they are blessings just the same. Great troubles teach us to regard lightly little troubles which before were tortures to our life.

No man who has starved on the desert would get into a fury because he was suffering from ivy poison.

Meet trouble when it comes, not as a bugaboo but an enemy to be conquered, and you will gain in mental stature by the battle.

Run away from a big trouble and little ones will continue to pester you. Face and beat the big trouble and the little troubles will cease from troubling. Furthermore, you will be in much better shape to overcome the next big trouble that comes along.

stant reader of The World, both morning and evening, and have always enjoyed your letters from Evening World readers. This column, beyond the shadow of a doubt, reflects the sentiment of the people. It shows, all too plainly, how very unpopular is that most despicable Eighteenth Amendment, which has been foisted on a clean living, loyal public in one of the dirtiest games of politics ever played.

As to its effect on the country, what of your present housing shortage? Is capital, always ready to invest, running to meet it? Has it

you can notice with the naked eye. Nobody knows better than they it is only temporary.

The shortage is caused by the thousands and thousands already here waiting for steamers on which to leave the country, and steamship folk are throwing up hands doing the best they can and informing their patrons that all of Europe is dropping everything else and is building ships.

Oh, yes, the Anti-Slavery League and its dupes, prohibition is putting United States out of business. How long can she carry it?

J. F. HART.
 New York, April 14, 1920.

The Love Stories of Great Novels

—BY—

Albert Payson Terhune

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No. 73—HANNAH.

By Dinah Mulock.

Bernard Rivers, a young English clergyman, was placidly happy in the love of his pretty young wife and of their one baby daughter, Rose.

Sudden death took the girl wife, leaving the wretched widower alone and loveless in life except for motherless little Rose.

Rivers knew he could not bring up the child as well as could a woman. He was not minded to leave her to the care of servants. So he hit upon the idea of sending for his dead wife's elder sister, Hannah Theluson, to come and keep house for him and to superintend the upbringing and the educating of little Rose.

It was a simple plan and a wise one, and the arrangement was nobody's business but his and Hannah's. But the whole parish and the Rivers family as well began to gossip about it.

Hannah was a noble and gentle woman, whose only interest in coming to live at the rectory was to care for Rose and to make her sister's husband a little more comfortable in his desolate house.

When people began to talk, she said no heed to their slanders, nor did Rivers. And so for a time life went on at the rectory.

But, at last, Hannah discovered to her horror that she had fallen in love with Rivers. And she found that he had fallen in love with her.

Now, to modern American readers, there is nothing astonishing or revolting in this situation of a lonely man and a good woman falling in love with each other and of marrying. But in England at that time (and indeed until lately) the matter presented a very different aspect.

By ancient English law a man might not marry his deceased wife's sister. Such a union was not only regarded as illegal, but as positively criminal.

Hannah was the sister of Bernard Rivers's deceased wife. As such, the law solemnly forbade her to marry him. And this accounted in a large measure for the neighborhood gossip about the innocent couple.

Hannah endured the impossible situation as long as she could, and tried to deafen herself to the slanders and veiled insults that met her at every hand.

But the time came when she could face these no longer. So, taking Rose along, she left the rectory and went to France to live.

Bernard tried in vain to live without the woman he had learned to love so devotedly. But he failed to put Hannah out of his heart. Crossing to France he joined her.

There they were married, even though the union made them forever outlaws from their own native land.

News Flashes From Around The World

The Earth's Crust.

The most important scientific investigation of the past year in any country has probably been the attempt to measure the earth's crust, says Boys' Life. We know very little about the shell on which we live. Scientists have been studying the problem in Hawaii, Turkey, and in Salvador, where the opportunities for investigation are especially favorable. Much data new to science has been collected concerning the shell, its composition and probable age. Still other tests have been made in New South Wales, where a great reservoir concentrates an immense weight of water on a limited area, and instruments have been devised to measure the movement of the earth's crust under this weight. New light has thus been thrown on the action of volcanoes.

The Birth Rate.

The normal birth rate of New York State has been reduced by 36,000 since Jan. 1, 1918, because of the war, a statement issued by Dr. Herman M. Biggs, State Commissioner of Health, says. Taking the war and the influenza epidemic into consideration, New York State to-day has a population of 87,000 less than it would have had under normal conditions.

Japanese Mill Run by Women.

A new silk mill, to be operated by the Kawakami Silk Company, is shortly to be established by the Japanese actress, "Sada Yacco," which will be operated and managed by women exclusively. It will be built near Nagoya. The company is to be capitalized at yen 5,000,000. The company will bear the name of the well-known actress whom the actress married.